

When looking west, for approximately one minute of the time that traffic would travel from west to east, headlights would produce glare as a result of being within 10-degrees of the direct horizontal view of the road. This would be at a distance that varied from ½ mile to one mile distant from the affected area. When looking south, for approximately one minute of the time that traffic would travel from east to west, headlights would produce glare as a result of being within 10-degrees of the direct horizontal view of the road, possibly producing noticeable glare. The distance would be slightly less than ½ mile. The remainder of the time that trucks would travel the road, in either direction, light would be incidental, not direct light.

This view from this area is not distinctive at night on most occasions. The night sky is primarily dark, thus, reflections from windows in interiors are dominant. The distant lights generally are visible if interior lights are off. This may be the situation on those many nights that the aurora is visible. However, primary aurora viewing is to the north, northeast and northwest, not to the south and west in the direction of the access haul road. This is evidenced by the additions that have been provided on buildings to enable visitor viewing of the northern lights in addition to the orientation of the key viewing opportunity provided at the Skiland parking lot.

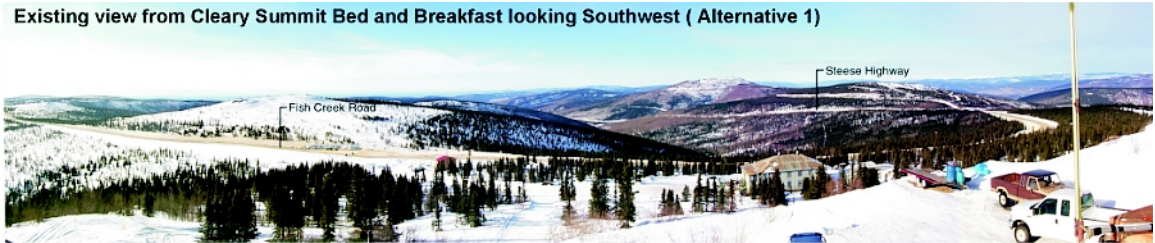
Still, aurora viewing is not constrained to only the north and the passage of trucks with headlights at an interval of every four minutes would be distracting for those times that residents or visitors view the aurora to the south. It could also be somewhat distracting to a relatively minor degree on those nights that interior lights are on and the dark background is punctuated by headlights at intervals. Still, the distance would be slightly less than ½ mile. Overall visual impact would be of minor to moderate significance, primarily based on the sensitivity of the viewers. Figure 4.14-2 presents the existing view, and two simulated views, from Cleary Summit Bed and Breakfast in the Skiland Subdivision of the access haul road for Alternatives 1 (existing view), 5 (FGMI's preferred alternative), and 2, respectively.

**Skiland Parking Lot** -- The Skiland parking lot is used for aurora viewing by those staying at bed and breakfasts/lodges in the area, as well as by visitors/tourists traveling from Fairbanks lodging establishments. The parking lot is generally oriented to the west/northwest. Buildings and a slight rise in the topography generally block views to

the south. FGMI's preferred access haul road (Alternative 5) would be located at the far western viewing area from the parking lot. The only portion of the road that would be visible would be approximately  $\frac{3}{4}$  mile distant.

This parking lot is in an area that is subject to occasional destination bound (not through) traffic on winter nights. It is in a developed area with structures nearby. It is not a primitive site by any measure, and occasional lights are visible currently from the Steese Highway. The impact of traffic from the preferred alternative would be of negligible significance from this location. Figure 4.14-3 presents the existing view, and a simulated view, from the Skiland parking lot of the access haul road for Alternatives 3 and 5 (FGMI's preferred alternative).

Existing view from Cleary Summit Bed and Breakfast looking Southwest ( Alternative 1)



Alternatives 3 and 5



Alternative 2



Figure 4.14 - 2